

CLIFF STEARNS

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Congress of the United States

House of Representatives

Washington, DC 20515-0906

February 11, 1997

Docket Clerk,
Attn: FHWA Docket No. MC-9628
Federal Highway Administration
Department of Transportation
Room 4232
400 Seventh St., SW
Washington, DC 20590

FHWA 97-2350-51

It has been brought to my attention that the FHWA is initiating a rulemaking to revise the hours of service regulations. Therefore, I am forwarding two letters from my constituents for your review.

Thank you for your consideration of this matter. With kind regards, I am

Sincerely,

Cliff Stearns
United States Representative

CS:sls

COMMITTEE ON COMMERCE

SUBCOMMITTEES:

TELECOMMUNICATIONS AND FINANCE
HEALTH AND ENVIRONMENT
ENERGY AND POWER

COMMITTEE ON VETERANS' AFFAIRS

SUBCOMMITTEE:

HOSPITALS AND HEALTH CARE

REPUBLICAN POLICY COMMITTEE

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LEGS./REGS. DIV.

ADMINISTRATION

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OCALA, FL 34471
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☐ ORANGE PARK
1726 KINGSLEY AVE., #8
ORANGE PARK, FL 32073
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☐ LEESBURG
734 NORTH 3RD STREET
SUITE 517C
LEESBURG, FL 34746
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SLS

JAN 01 1997

To Honorable Representative Stearns:

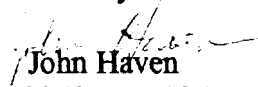
30 December 96

I would like to voice my opinion on **two** issues, and find out more about your intentions as the issues get closer to casting a vote.

I am only 27 and am very concerned about Social Security and want to see it fixed. My wife and I work very hard to save for our retirement through 401 (k) and **IRAs**. How about indexing the IRA contribution limit and the deduction floor with inflation? Those numbers have been the same for many years, yet the 401 (k) limits are adjusted. Of the options that I have seen for fixing the Social Security Trust Funds, I am more interesting in deciding where **to** put my money rather than letting the government do it for me. I realize that not everyone is an educated investor, and think the two level approach is best. Everyone gets a level of safety, but those of us that are accomplished investors and have worked hard to get ahead can receive higher benefits from the part that we invested in the stock market.

I am also concerned about the Federal Transportation Board's upcoming (I believe February) proposal of new rules for the Hours of Service for commercial truck drivers. The rules were made in 1936 and are very outdated. The rules hurt the company driver, the Owner Operator (Small Businessman), the trucking companies, and the merchants that are having their goods transported. I do believe the 10 hour driving day should be continued. I would like to see the recap system changed, where if a driver has been off duty for over 24 hours, he can start off with a fresh sheet. The recap is to guard against fatigue of driving every day for weeks on end; if you get off 24 hours straight you should be fresh again. I also would like to see the Federal Government kept out of the trucks.. . the proposed changes include computer monitoring of **all** the trucks and log sheets. Commercial drivers have very strict Hours of service rules and they are suggesting intruding into our lives even more, even though the DOT statistics show that it is fatigued workers that cause 94% of the accidents! I would like to see the split speed limits done away with as well. It is very dangerous to have cars traveling at much higher rates of speed than trucks. At night in Texas the speed **difference** is 15 miles per hour.

Thank you.


John Haven
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Citra FL 32113

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FHA is studying driver fatigue
& hrs of service

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May 1, 1996

SEP 10 1996

The Honorable Cliff Stearns
United States House of Representatives
Washington, DC 205 10

Dear Congressman Stearns:

As a professional truck driver with Roberson Transportation, I want to voice my support for restoring the business means deduction to 80% for people who are subject to DOT hours of **service regulations. These regulations require us to eat at restaurants for most of our meals**, and not just any restaurants, but working-class truck stops on the side of highways. Restoring the amount of this expense that can be deducted **from** our taxes would be an enormous help to the millions of blue-collar workers who make their living on our nations highways.

As you know, the **Dole/Kohl/Grassley/Roth** provision was added into the 1995 Budget Reconciliation Act, restoring this deduction. Unfortunately, this amendment was dropped during conference at the insistence of House negotiators. As you are reconsidering the reconciliation act, I would **appreciate** your support in restoring the business-meals deduction to 80%.

Sincerely,

Bill Roberson
16330 NE 141st St. #1 MC, 2132134

Roberson Transportation Services
701 Stensel Drive
Farmer City, Illinois 61842

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